

BEHINDING BY THE PRESS... THE DAILY PRESS OFFICE... PRINTING OF ALL KINDS...

# Hongkong Daily Press

ESTABLISHED 1857.

SOLD MEDALS PARIS 1875 1889... JOSEPH GILLOTT'S PENS... THE NEW TURNED-UP POINT...

No. 12,669.

號九十六百六千二萬第

日九十月八年四十二精光

HONGKONG, TUESDAY, OCTOBER 4th, 1898.

二拜禮

號四月十年八十九百八千壹英港

PRICE \$24 PER MONTH

NOTICE... THE DAILY PRESS OFFICE... PRINTING OF ALL KINDS...

NEW ADVERTISEMENTS... THE ANNUAL GENERAL MEETING... HONGKONG, 4th October, 1898.

WANTED... FOR A General Store, SMART YOUNG... PHOTOGRAPHIC KIT FOR SALE...

A CAMERA for Plates 91 by 63 inches... VOLUNTEER HEADQUARTERS... PHOTOGRAPHIC KIT FOR SALE...

PROMENADE CONCERT... SATURDAY, 8th October, 1898... THE BAND will give their assistance...

LOCAL AMATEURS... NEW TALENT... TICKETS at LANE, CRAWFORD & CO...

PUBLIC AUCTION... THE Underigned has received instructions to sell by PUBLIC AUCTION...

THE Underigned has received instructions to sell by PUBLIC AUCTION... DRESS MATERIAL FOR LADIES...

FLANNELS, SATINS, TWEEDS, COTTONS, WOOLLEN CLOTH, all cut in Suit Lengths, &c., &c., &c.

GOVERNMENT NOTIFICATION... THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION...

THE Underigned has received instructions to sell by PUBLIC AUCTION... LANDS IN THE COLONY OF HONGKONG...

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED... FOR MANILA DIRECT... THE Company's Steamship...

FOR MANILA DIRECT... THE Company's Steamship... CAPTAIN P. H. RALPH...

COMPAGNIE DES MESSAGERIES MARITIMES... PAQUEBOTS POSTES FRANCAIS... FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA...

THE "GARDONIAN"... CAPTAIN DURAND... FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA...

GODOWN WANTED... WANTED, immediately, a large and airy GODOWN... GODOWN WANTED...

REQUIRED for early entry, a Small or Medium sized HOUSE, Furnished or Unfurnished... GODOWN WANTED...

AUCTIONS... PUBLIC AUCTION... THE Underigned has received instructions to sell by PUBLIC AUCTION...

THE Underigned has received instructions to sell by PUBLIC AUCTION... SUNDAY, 4th October, 1898...

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INTIMATIONS... THE SCOTTISH LIFE OFFICE... FUNDS EXCEED EIGHT MILLIONS...

THE HONGKONG HOTEL COMPANY, LIMITED... NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING...

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"FOR THE BENEFIT OF YOUR HEALTH." DRINK AQUARIUS... A perfect Table Water...

CUTLER, PALMER & CO. Have been Shippers to China for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC... Distinguished by 4 STARS on the label. Price \$22.50 per 1 dozen bottles.

VERY GOOD COGNAC... Somewhat younger than the above. Distinguished by 2 STARS on the label. Price \$16.75 per 1 dozen bottles.

"PALL MALL" WHISKY... Eleven years old, very fine quality. Each bottle bears an analyst's certificate. The quality is guaranteed. Price \$20.00 per 1 dozen bottles.

C. P. & CO'S OWN SPECIAL BLEND SCOTCH WHISKY... In Patented Bottles. Price \$10.75 per 1 dozen bottles.

CHAMPAGNE BRUT... A Natural, i.e., a Brut, Sparkling Wine, of the Vintage 1893, particularly suitable to the debilitated. The price is but \$23.50 per doz. quart bottles.

VICTORIA DISPENSARY... VERY RARE OLD LIQUEUR SCOTCH WHISKY (in Square Bottles) One of the Oldest and Best known Whiskies in the Colony.

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INVALIDS' PORT... This Wine is old, soft, and delicate. We strongly recommend it. Analyzed and Certified by Professor Cassell. Price \$20.00 per 1 dozen bottles.

DOURO PORT... This is a fine quality Wine of exceptionally good value. Price \$14.25 per 1 dozen bottles.

SHERRIES... The Earl's Choice. Price \$16.75 per 1 dozen bottles.

LA TORRE... Price \$16.75 per 1 dozen bottles.

CLARETS... In Quarts and Pints. Price \$3.75 per 1 dozen bottles.

LIQUEUR... BENEDICTINE, D.O.M. Price \$3.75 per 1 dozen bottles.

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HONGKONG HOTEL... A First Class Hotel in every respect. Elegantly furnished Reading, Music, and Smoking Rooms.

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SHIPPING... ARRIVALS... Oct. 1, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 2, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 3, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 4, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 5, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 6, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 7, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 8, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 9, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 10, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 11, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 12, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 13, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 14, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 15, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 16, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.

SHIPPING... ARRIVALS... Oct. 17, SHANTUNG, British etc., 1895; H. C. D. Thompson, Java 22nd Sept. Sugar, Butter, etc.



**INTIMATIONS**  
**BROWN, JONES & CO.**  
DEALERS IN  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.  
CEMETERY MEMORIALS.  
Design and Prices on application.  
Office, 47, QUEEN'S ROAD CENTRAL. [2704]

**A. S. WATSON & CO.,**  
LIMITED.

**FLOWER AND VEGETABLE**  
**SEEDS.**

FOR THE SEASON 1898/1899.

Orders are now being executed.  
Priced Catalogues with Hints for Gardening  
can be obtained on Application.

These SEEDS are supplied to us by the best  
growers in the World. It is particularly re-  
quested that care be taken when sowing and  
supervision exercised over Chinese gardeners,  
whose incompetency in dealing with the Seeds  
may sometimes lead to disappointing results.

**CLAY'S FERTILIZER**  
Supply natural nourishment to the soil.

**RANSOME'S LAWN MOWERS.**  
The Best and Cheapest Machines in the Market.  
Supplied at Manufacturer's Prices.

**A. S. WATSON & CO., LIMITED.**  
THE HONGKONG DISPENSARY

ESTABLISHED 1841.

Hongkong, 9th September, 1898. [24]

**NOTICE TO CORRESPONDENTS**  
Only communications relating to the news columns  
should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses  
with communications addressed to THE EDITOR, not  
to the publisher, but evidence of good faith.  
All letters for publication should be written on one  
side of the paper only.  
No correspondence should be published that has  
already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of publication. After that  
hour the supply is limited. Only apply for such  
Telegraphic Address: DAILY PRESS, Ltd.,  
P. O. Box 20 Telephone No. 12.

**The Daily Press.**  
HONGKONG, October 4th 1898.

The Kamtshu deputation, in the apology  
tendered to the Colonial Government  
the other day for the insult and  
obstruction offered to the Kowloon Com-  
mission, said the people of the village had  
"no managers or education." The  
Acting Colonial Secretary—who is to  
be complimented on the sensible and effective  
manner in which he dealt with the  
deputation—considerably assured them that  
whoever was appointed to govern the  
territory would pay special attention to  
their education. But according to the state-  
ment of a correspondent published in our  
issue of yesterday, there are persons occupy-  
ing much higher positions than the Kamtshu  
villagers who stand in need of the  
particular kind of education to which  
Mr. RANSOME'S SWISS referred. The  
Provincial Authorities, it is said, have  
openly issued the necessary instructions to  
the Suiwon Magistrate with reference  
to the arrangements for handing over the  
territory, have given secret orders, probably  
instigated from Peking, to put all obstacles  
possible in the way of the transfer of govern-  
ment. The word accordingly went forth that  
the foreigners were going to dis-  
possess the natives of their land and that it  
would be necessary to raise money for the  
purchase in Canton of arms to resist the  
inroad of the foreigner when it took  
place. In accordance with this programme  
a subscription has been raised among the  
population of the district, who fear the loss  
of their title to the land, and over \$100,000  
had been raised some weeks ago, and all the  
rowdy characters in the surrounding dis-  
trict being encouraged to take hand in the  
disturbance when it comes off, on the tak-  
ing-over of the territory. We have every  
reason to believe that our correspondent is  
well informed on the subject, and there is  
nothing intrinsically improbable in the dis-  
cussion he attributes to the officials. As we  
know, armed opposition was offered to the  
French at Kwangchow, and the occupation  
was not effected without some loss of  
life and a rather liberal use of corporal  
chastisement on the obstructionists. This  
was possibly owing in some measure to the  
French appearing on the scene before pre-  
per arrangements for the handing over of the  
territory had been made, including the  
notification of the change of government to  
the inhabitants, but it may also be sup-  
posed that the opposition was not displeasing  
to the officials. Indeed, it is said that  
Viceroy T'ang was so averse to the handing  
over of the territory that he wished to  
reassign his office in order to avoid having  
any connection with the transaction. If  
these be the sentiments of the Viceroy—and  
they will no doubt apply to Kowloon equally

with Kwangchow—we may rest assured  
that the subordinate officials more im-  
mediately concerned will be nothing loth  
to give effect to them in as far as lies in  
their power, caring little, as our correspond-  
ent remarks, how much punishment the  
ignorant tools of their machinations may  
suffer so long as they can breed bad blood  
between the foreigner and those of their  
subjects who are to come under his rule,  
and thus render the task of government  
troublesome. If the people fall into the  
trap a few of them will probably lose their  
lives and more will suffer in other ways.  
From a military point of view any resist-  
ance the people might be able to offer  
would be contemptible, and would be  
brushed aside without trouble, but the bad  
blood that would be created would for some  
time to come render the task of the civil  
officials appointed to administer the ter-  
ritory difficult. The Government, which  
has probably received information from  
other sources of the facts mentioned by our  
correspondent, will no doubt cause the neces-  
sary warnings to be conveyed to the Chinese  
authorities, so that the transfer may be  
effected quietly and under such conditions  
as will best contribute to the future order-  
liness of the new territory.

There were 2,395 visitors to the City Hall  
Museum last week, of whom 180 were Europeans.

A Volunteer promenade concert is to be  
given at Head-quarters on Saturday evening  
next.

The return of communicable diseases notified  
as occurring during the week ended last October  
shows one fatal case of bubonic plague, one case  
of enteric fever (from Singapore), and one case  
of diphtheria.

Our readers will be glad to learn that Com-  
modore Holland, who fractured his knee cap  
on Saturday, is doing very well and is able to  
attend to office work. The accident was caused  
as he was stepping into his launch. His helmet  
caught the awning. He naturally jerked his  
head back, and slipped, twisting his knee with  
the result before stated.

Some time ago a Chinese syndicate presented  
a petition to H. E. the Viceroy for permission  
to excavate the water frontage at Canton. The  
petition was referred to the gentry and com-  
mittee of the Yau Chai Hospital for investiga-  
tion and report. From reliable sources we  
learn that as a recommendation has been  
refused as the people of Canton are opposed to  
the scheme.

The steam-launch Kan On, which was char-  
tered by Mr. M. P. Pereira for an excursion to  
Mano on Saturday evening, encountered very  
bad weather, and when about three-fourths  
of the distance had been covered had to put  
back. She left the Central wharf at about  
eight o'clock, having on board fourteen pas-  
sengers, of whom four were ladies, and all were  
glad to find themselves safely back at three  
o'clock on Sunday morning.

At the Magistrate's yesterday a stealer named  
Fred Alford had to pay rather dearly for  
his larceny. He had been charged on Sunday  
night. He was charged with the theft of a  
change of 139, Queen's Road Central, with two  
or three women, when he picked up the cash  
and walked away with it, and when the  
owner followed him and called for his property  
defiantly struck him with his fist. First  
defendant was fined \$5, or 14 days, and ordered to pay 50 cents  
compensation.

A couple of chair coolies were charged at the  
Magistrate's yesterday by a broker named A.  
Frederick with larceny. On Saturday  
afternoon complainant called defendant's  
chair, which was near the corner of D'Almeida  
Street and Queen's Road. They were not en-  
gaged, but they refused to carry him. He  
went to the chair and insisted upon their  
carrying him to College Chambers, where  
he lived. First defendant abused him all the  
way up D'Almeida Street and Wellington Street,  
and when he got to the latter street, first  
defendant was fined \$7, or 25 days, and second  
\$5, or 14 days.

The following decree, received by the N. C.  
Daily News from Peking, dated 25th September,  
was doubtless intended as a  
tribute to the formal announcement of the  
Emperor's death. "We have been repeatedly  
informed that the Emperor died at 11 o'clock  
on the 25th of September, and that the  
time we have not yet succeeded in re-  
ceiving our entire health. We hereby grant  
permission to our high Ministers either in the  
capital or in the provinces to recommend to us  
any and every official who they may know  
or hear of and await our commands.  
Should there be any good physician in the  
provinces who can start at once for Peking let him  
do so without any delay."

**HONGKONG RIFLE ASSOCIATION.**  
Seventeen members took part in the  
competition on Saturday afternoon. The following  
are the best scores:—  
Sgt. Bowers, R.E.M. 230 270 300 700  
Corpl. Hill, R.E.M. 230 270 300 700  
Mr. A. Read 230 270 300 700  
Mr. M. M. 230 270 300 700  
Sapper Clarke, R.E.M. 230 270 300 700  
Mr. S. 230 270 300 700  
Q.M. Sgt. 230 270 300 700  
Mr. W. Blackwood 230 270 300 700  
Capt. Swan 230 270 300 700  
Winners of Spoons.

**CORRESPONDENCE**  
(We do not hold ourselves responsible for the  
opinions expressed by our correspondents.)

**THE KANTINHU INCIDENT AND  
HOW THE BRITISH  
GET TOGETHER.**

TO THE EDITOR OF THE "DAILY PRESS."  
Dear Sir,—The British Authorities are quite  
right to demand satisfaction for insults to the  
flag by Chinese, but why do they allow them-  
selves to be bullied? It always happens when  
masses of women and children take place (as  
at Kwangchow under Viceroy T'ang, at present of  
this Province but of the Ekyon or the British  
flag is insulted, that some poor coolies are  
made scape-goats and the real instigators and  
criminals get off scot free. Why is it?

Hongkong, 3rd October, 1898.

**LATEST STEAMER MOVEMENTS.**

The P. & O. steamer *Concordia* left Singapore  
for this port on the 2nd inst. at 6 a.m.  
The P. & O. steamer *Metagon*, from China,  
arrived in Hongkong on the morning of the 1st  
inst.  
The M. M. steamer *Calcutta*, with the last  
French mail, left Singapore on Sunday at 6 p.m.  
for this port via Saigon.  
The N. P. steamer *Olympic* has arrived at  
Yokohama and will sail for this port via Kobe  
and Shanghai on Friday, 4th inst.  
The O. & S. steamer *Gauche*, with mails, etc.,  
which left here last time for San Francisco  
via Shanghai, Nagasaki, Kobe, Inland Sea,  
Yokohama, and Honolulu, arrived at her destination  
on Saturday at 8 a.m. yesterday morning  
(Monday, the 3rd inst.) and left at 9 p.m. of same  
day for Kobe, where she is due to arrive at  
midnight on Tuesday, the 4th inst.  
The U. P. R. Co.'s steamer *Empress of China*  
arrived at Shanghai at 2 a.m. on Saturday, the  
1st inst., and left again at 10 a.m. on Sun-  
day for Kobe, where she is due to arrive at  
midnight on Tuesday, the 4th inst.  
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**STREET RAILWAY FOR  
HONGKONG.**  
BY J. DALZIEL.  
PART I.  
CONSTRUCTION AND WORKING.  
The completion of the Hong Kong Railway  
will place at the disposal of the authorities a  
roadway along the water front of this city of  
ample width to accommodate any system of  
street rail or tram line. The existing railway  
is a narrow gauge line, and the new system  
of locomotion will then be demolished, and a  
line along the present Praya would meet all re-  
quirements.

It would hardly be advisable to lay the lines  
along the new Praya, as they might interfere  
with the freight traffic to the various steam-  
ship wharves.

That it is a crying shame that a colony so  
up-to-date as this is not already provided with  
some variety of the most successful systems of  
transportation, is a long felt want, and the  
system would fill a "long felt want," and also  
the pockets of the shareholders is not difficult  
to demonstrate.

The first part of this article, then, will be de-  
voted to the "Construction and Working," and  
the second to the commercial view of the case.  
The line at present could run from Quarry  
Bay to Canton Road, and thence to the  
Wharf, a distance of seven and a half miles,  
practically level all the way.

The first and most important point to decide  
would be the active portion in route are—  
1. Home.  
2. Cable.  
3. Electric Underneath Conduit.  
4. Accumulator.  
5. Overhead Wire.

Examining these systems we find—  
No. 1. The electric system is the most suc-  
cessful, and the climate would be against them;  
besides, horse traction is almost a thing  
of the past, as all animals (trucks) should be  
No. 2. The cable system is the most suc-  
cessful, and the climate would be against them;  
besides, horse traction is almost a thing  
of the past, as all animals (trucks) should be

As the remainder of this article is devoted to  
the examination of the electric system, we will  
devote the remainder of this article to a few words  
of description may be of benefit to those not ac-  
quainted with its working; always paying the  
attention to the fact that the electric system is  
the most successful, and the climate would be  
against them; besides, horse traction is almost  
a thing of the past, as all animals (trucks) should  
be

The following table taken from the U. S.  
Census Reports of 1897—while the horse cars  
were still in use, and of different roads, and  
of lines operated in different ways:

Motor Power. Length of Track Total Cars  
Animal, in miles. \$100,000. \$100,000.  
Electric 1,201 35,825 6,963  
Cable 438 76,344 6,683  
Total 1,639 112,169 13,646

This table shows the electric line is the most  
economical to build and operate. The dis-  
advantages most generally cited to attend this  
system are that it is not so reliable as the horse  
car, and that it is not so cheap. But the two  
chief can be easily dealt with.

Regarding the danger of the overhead  
system I cannot do better than quote the  
words of Mr. E. P. M. "The danger of the  
system is the danger of the overhead system."  
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The following table of cost of construction is  
an average of that of the best British and  
American systems, with due allowance for  
local conditions, and is given in the table  
below, the costs may be taken to be any-  
thing, inside that given in the table. All re-  
duced to local currency.

Trunk  
Eleven miles of steel rails, sleepers, etc., \$110,000.00  
4 miles overhead structure (iron pole),  
single line, and erecting same, at 8,000  
feet per mile, \$32,000.00  
3.5 miles overhead structure, double line,  
at \$2,000 per mile, \$70,000.00  
No. 3. Steam 3, 2 tractors at \$6,000 per tractor, \$12,000.00  
Power Station Equipment.  
The tractors at 200 horse power; one car at 20  
horse power at \$200 per horse power, \$120,000.00  
Total cost excluding land and buildings, \$412,000.00  
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